

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: _____ Inventory Number 62-0021 PG: 85A-71

Address: 12501 Crain Highway, SW, Prince George's County - in the vicinity of Brandywine

Owner: Sears, Helen V. & Gustuvus W. ETAL

Tax Parcel Number: 117 Tax Map Number: 135

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G X None

Is property located within a historic district? X no ___ yes Name of District: _____

Is district listed?: X no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-story vernacular house has been significantly altered since its c. 1920 construction. A center gable porch constructed of stone blocks projects from the main section of the house. The house has a flat roof with a half-gabled roof at the main elevation. The house has been re-sided with aluminum or vinyl siding and the roof line appears to "step down" in a parapet-influenced design on the side elevations. The foundation of the house is constructed of stone blocks. The two outbuildings include a two-story garage with a residence on the second floor constructed of the same stone blocks as the house's foundation. A tranverse-frame barn with vertical wood siding is located on the property as well.

Although Prince George's County experienced an increase in population during the early years of the 20th century, the growth was focused primarily on the northern section of the county. The communities around the streetcar lines and the eventual introduction of the automobiles, led an increase in suburban development in the sections of the county that could be easily reached from the nation's capital. The suburbs remained dependent on the city for jobs and services, and this is reflected in the early development within the project area. Most of southern Prince George's

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended	Eligibility not recommended <u>X</u>
Criteria: ___ A ___ B <u>X</u> C ___ D	Consideration ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>[Signature]</u> Date
_____	_____
Reviewer, NR Program	Date

Page 2

County remained rural around the turn of the century.

The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the 19th century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1920-30 farm complex is not eligible for the National Register. The resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

ALFRED H. SMITH, JR.
6694/858
171 86A.
P 25

P.16

ALFRED H. SMITH, JR.
4379/435
22.98A
P 64

STANLEY M.
WARREN
6673 /59 :
6 09 A
P.30

P.117

P.116

P.146

DRIVE

LAN

P/O
P 16

301

P5

P.34

P.33

P.32

DRULA ESTATES

124066

2 123A
P 108

P 72

PG: 85A-71

P.65

6322
/887
134A
P 123

A158081

R 10ND
175A
P.59

DRIVE

Prince George's County, MD
Tax Map 135

N↑

P 61

P 133

P 38

BRANDY WINE

6-1-0035
11500 Crain Highway
(PG)

6-1-0014
12100 Cherry Tree -
Crossing Road (PG)

G-1-0016
12400 Cherry Tree -
Crossing Road (PG)

G-1-0 004
12400 Crain
Highway (PG)

G-1-0022
12409 Crain
Highway (PG)

PG: 85A-71
12501 Crain Highway
(PG)

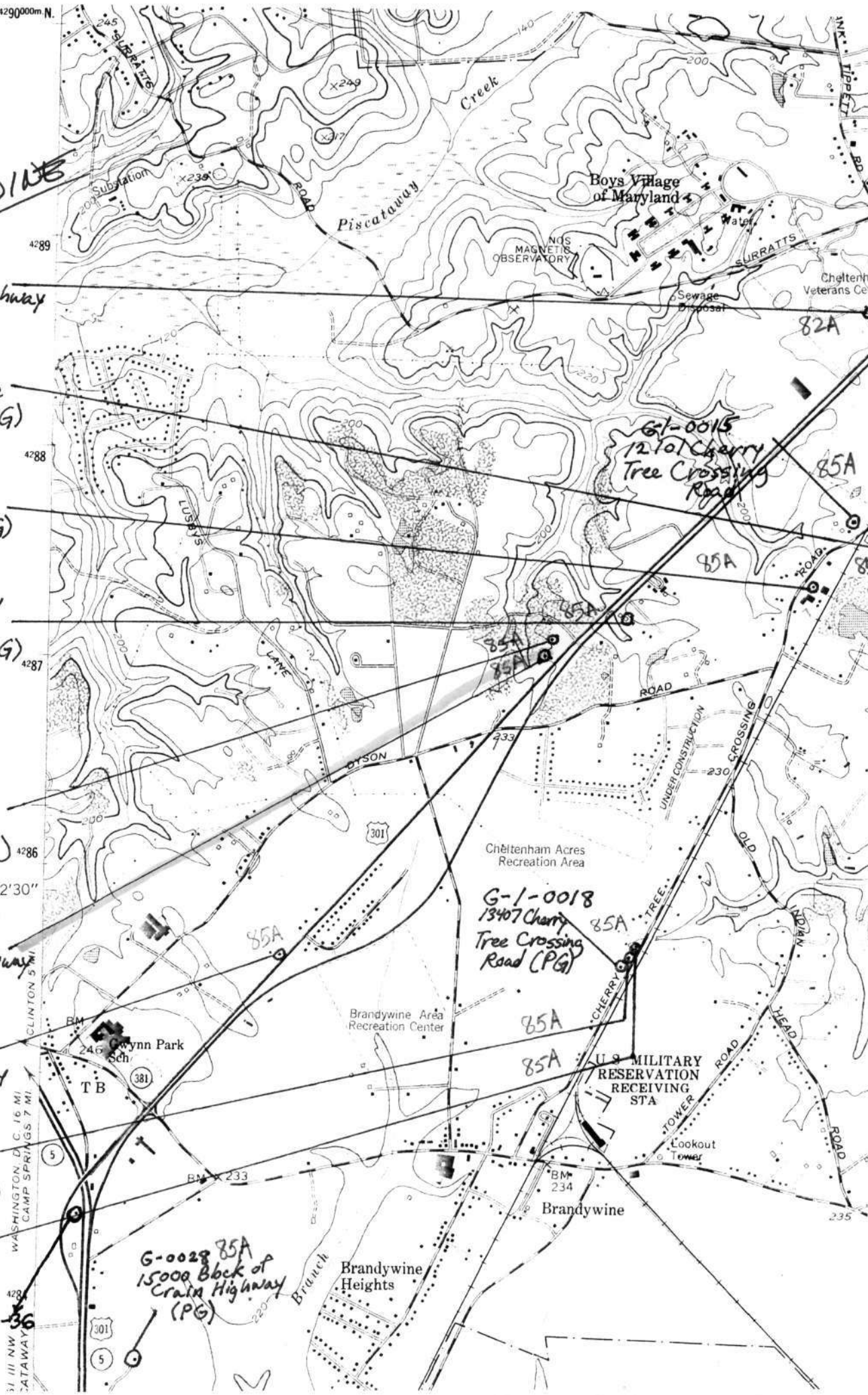
G-1-0003 ✓
13401 Crain Highway
(PG)

G-1-0019
13601 Cherry Tree
Crossing Rd. (PG)

G-1-0023
13403 Cherry Tree
Crossing Rd. (PG)

PG:85A

G-0028 85A
15000 Block of
Crain Highway
1 (PG)





~~PG: 85A-71~~ PG: 85A-71

12501 Crain Highway, SW

Prince George's County, MD

Traceries

June, 1999

MD SHPO

View looking west

1 of 2



~~Gravel~~ PG-85A-71

12501 Crain Highway, SW
Prince George's County, MD

Traceries

June, 1999

MD SHPO

View looking west

2 of 2